DELIGHTS OF KEY LARGO.

A FERTILE TROPICAL GARDEN TILLED BY AN EX-NEW YORKER.

Castle Town and Its Eleven Inhabitants— What it Means to be One Hundred Miles from a Boctor-Negro Bances and Musi-cal Instruments-Looking for Salvage. KEY LARGO, Fla., Oct. 8.—This is the greatest of all the Florida keys—more than thirty miles long and from a half mile to two miles broad, and much broader than that if you include the narrow peninsulas that run off northward toward the mainland like horns. Some of these peninsulas, two especially, reach all the way up to the shore of the main, and would make a peninsula of Largo itself if it were not for the countless creeks and currents that flow across them at high tide. On account of these currents the peninsulas are reckoned as sep-

arate islands, one of them being called Cross Key and the other Shell Key. This particular part of Largo, which is called Castle Town, about 100 miles from Key West and fifty miles from the settlements on Biscayne Bay But many things go by contraries in this warmout part of the United States. Here the nearer you get to New York (and consequently to a market for produce) the further you are away from it. Go up the coast a hundred miles further north, and still you must return to Key West to find a regular tansportation route This will all be changed when the railroad is built from Biscayne Bay to Key West, with every one of these islands for a way station. The route has actually been surveyed, and some of the islanders hope to see trains running within a few months. The difference be tween surveying a route and building a railroad is one of the subtleties of progress with which the Keys have not become familiar.

When you are sleeping in David Hall's house in Castle Town and there comes a tre-mendous crash on the roof in the middle of the night, as if a meteorite had struck the ridge pole and travelled downward with a series of bounds, there is no occasion for alarm. It is only an over-ripe coccanu; that has fallen from one of the trees that stand guard at each end of the house. This is the only exciting thing that ever happens in Castle Town, except the occasional arrival of a trading schooner Even fires are unknown, perhaps because there is so little to burn. Every roof is made of shingles, and in every case the shingles are and warped and dry, and sparks from the cooking stoves often settle upon them; but the houses do not burn. This is fortunate for the people, for on all the keys, from Biscayne Bay down to Key West, there is not one building that is insured. Companies would not take the risk, and owners would not pay

pal resident of Castle Town. He has travelled, he lives comfortably, and he is full of information on many subjects. At the stranger's request he unhesitatingly takes a mental census of the settlement.

he says. "He has a wife and two children; that makes four. Then there's Henry Stirrup. He has a wife and three children. And

my daughter and I live here."

He can go no further, for there are no more houses and no more people. Three little houses and eleven persons are the sum and substance of Castle Town. The name is so large for the place that a visitor soon falls to asking questions about it, but even Mr. Hall can give no information on the subject, beyond the fact that the settlement is old. Generain houses now fallen down. There is no castle and there is no town. The place can hardly be called a collection of houses, for the houses are not collected; they are scattered along the

the first and the last. pis or by schooner coming from one of the choice, provided the schooner be a large one. The sharple lands her passengers without difficulty, and the schooner must anchor in comparatively deep water and either lower a boat or call one from the shore. But a small shallow schooner a visitor must beware of, unless he has become thoroughly used to the ways of the keys. The small schooner runs up into three or four feet of water, and the passenger is expected to pull off his shoes, roll up his

There are sure to be women and children on schooner, and the children are reasonably ure to be girls, both growing and grown. They Northerner preparing to wade ashere, and no ferent: their feet are bare at least six days out of the seven, and their skin is as brown as a

You must roll your trousers higher than that," says the Captain.

The blushing passenger rolls them to the ex-

reme limit and climbs over the rail. The waer looks two feet deep, but it is nearly up to the armpits, and the smile on the schooner turns into a sympathetic laugh. Five minutes later the schooner is on her way, and a barefooted and bare-leaged New Yorker, dripping
salt water, with a pair of shoes in one hand
and a satchel in the other, is presenting a letter of introduction to David Hall. This is why
it is well to avoid the small, shallow schooners.

In every physical feature except size, Key
Largo is a reproduction of Matacumbie and all
the other keys. There are the same sharp
rocks, the same growth of small trees, the
same swamps, hammocks, and cleared fields.
And up the time a visitor reaches Largo, he
bothers himself no more about that word hammock. Dictionaries may have their hummocks,
but Florida has hammocks, and the 50,000
strangers who invade the State overy year cannot change it. There are high hammocks and
low hammocks up the State, but among the keys
the hammocks are all low. Along the shore
are cocoanut groves at intervals, and just off
the beach the Gulf Stream flows, nowhere
swifter, bluer, or warmer than here.

"If you care to swim," Mr. Hall says, "go in
early in the morning. At this time of the year
the water is too warm for comfort after the sun
is high. In winter it is safe and pleasant at
any hour, and every day."

The cocoanut palms give to Largo, as they
give to all the islands, a tropical appearance
they would not otherwise have. They are list
entirely to themselvez, and mature and bear
fruit without cultivation or fertilizing. But
the people are all fond of them.

"I do not feel at home unless I hear the rusties of the palm boughs." Mr. Hall says. "You
must have noticed how restless they are. Sometimes we think the air is perfectly still; that
there is not a breath of wind stirring; but there
is always enough breeze to keep the cocoanut
leaves in motion."

He goes on to say that here, under these palms
and testies this white beach, he expects to end ater the schooner is on her way, and a barefooted and bare-leaged New Yorker, dripping

the rear over a well-kept garden that is green and productive from the 1st of Jannary till the 3list of December. No ragged rocks stloking up in that garden; no ugly stumps of trees; but one smooth bele of rich black carth, with a walk of white aand down through the middle, bordered with shells of conche.

"I see what you have done," the stranger cannot help exclaiming as he looks out of the back door. "It is an idea that occurred to me the minute I saw the ragged and rocky vegetable fields of the keys. You have taken a pick and a crowbar and cut away all the projecting rocks in your garden, and gathered more earth from the uncleared hammock and brought it in." That is precisely what I did," Mr. Hall replied. "When this little property came into my hands I determined to have a grod garden. If nothing else. I had seen your Northern gardens, you know, and I could gift stand our astive way of sticking in a plant here and there among the rocks and stumps. My wife was fond of gardening, too, and it was largely for her sake that I did it. You will know how much rock I cut away when I tell you that I chopped out enough to build the entire wall. There is nearly an acre in the enclosure, and it took me a lon, time. Of course, you know that the wall is not built to keep off trespassers, but for a protection against the wind. Our high winds are almost as bad as a frost in the garden, but the wall is not built to keep off trespassers, but for a protection against the wind. Our high winds are almost as bad as a frost in the garden, but the wall is not built to keep off trespassers, but for a protection against the wind. Our high winds are almost as bad as a frost in the garden, but he will be supply to make the winds blow them over or blight them and tear them to pieces; but under the shelter of the winds blow them over or blight them and tear them to pieces; but under the shelter of the wall i raise them without difficulty.

"Come out and see my garden." The continued. When a man has only one thing to be proud of he likes

"Nothing," he answered. "I have some checking stoves often settle upon them; but the houses do not burn. This is fortunate for the proble, for on all the keys, from Biscayse lay down to Key West, there is not one building that is insured. Companies would not take the risk, and owners would not pay the premiums.

David Hall may easily be called the principal resident of Castle Town. He has travelled, he lives comfortably, and he is full of information on many subjects. At the stranger suggested, "everything you need; no cares; no coid; a comfortable home and a good unplier, and one of the best gardens in the world. What more could a man ask for? The stranger suggested is the principal resident of Castle Town. He has a mental resident of Castle Town the next house," "Ephraim Knowles lives in the next house," he has a wife and three children. And my daughter and I live here."

He can go no further, for there are no moreouses and no more people. Three little and the statle and give no information on the sum and substance of Castle Town. Then hame is so large for the place that a visitor soon falls to sall the fact that the settlement is old. Generations ago, people who are also dead lived here in houses now fallen down. There is no castle and there is no town. The place can hardly not called a collection of houses, for the houses are not collected; they are scattered along the basech, with a good quarter of a mile boween the first and the last.

Castle Town may be reached either by sharpise or by schooner coming from one of the neighboring islands, and there is no town. There is no castle the first and the last.

Castle Town may be reached either by sharpise or by schooner by should be comply the control of the place of the control of the place of

coast, from Nassau or key West or the Florida peninsula, there is one thing they are always ready for, and that is a dance.

"I understand there are some colored people in New York who have made money and live in fine houses and wear good clothes," Mr. Hall said. "I suppose they are just as sedate and dignified as white people in the same position, but I should like to try a little experiment I have often thought of. I should like to take two or three colored boys from here with a chac-chac and a mouth organ and a tom-tom into a room full of such folk and let them play a lively tune. Unless I am very much mistaken there would be a dance right there on the spot, dignity or no dignity."

Such an experiment would probably fall flat in New York, but among the Florida pine fields it would mean no more work for that 'ay. Names like chac-chac and tom-tom have a far-off sound, but they are very simple instruments, imported here from the West Indies, and doubtless originally from Africa. The dance-loving negro gets a dozen grains of Indian shot, a vegetable that looks like a bean and is as hard as iron and nearly as heavy, and puts them in a dried bladder and ties a string around the bladder's neck. That is a chac-chac, and compared with its din a handful of shot shaken in a tin pan would make soft, low music. The tom-tom is simply a home-made chac, and compared with its din a handful of shot shaken in a tin pan would make soft, low music. The tom-tom is simply a home-made chac, and compared with its din a handful of shot shaken in a tin pan would make soft, low music. The tom-tom is simply a home-made chac, and compared with its din a handful of shot shaken in a tin pan would make soft, low music. The tom-tom is simply a home-made chac, and compared with its din a handful of shot shaken in a tin pan would make soft. Some the string around the bladder's neck. That is a chac-chac, and compared with its din a handful of shot shaken in a tin pan would make soft. Some the string around the bladder's neck. The string around

myself, and if an occasional keg of aguardicate should be landed here. I should not be at all surprised. But in never falls into the hands of our workmen. If it does come, most of it goes on to other places to be sold. There can hardly be a more temperate community in the world than this."

The one thing that will break up a dance in the twinkling of an eye is a blast upon a tin horn. Such a thing happened here about three weeks ago. On a bright moonlight night a strange schooner was seen standing in toward the reefs, and Henry Stirrup heard a conch shell blown on her deck. The conch shell, well blown, makes as much racket as the most powerful fish horn, and Mr. Stirrup, being a true son of the keys, lost no time, but ran straight to his house and took down the tin horn that bangs close by every door, and blew a blast long and loud.

That sound flew up the beach and down the beach, and the colored men gathered about their fire heard it. It meant "A wreck!" An wreck!" and in an instant the dance was broken up, and black men and white were running down the beach like mad. The three or four beats were counded instanter, and some men who could not find room etarted to wade and swim out to the schooner. But she was only on a sand bar, and with the growing tide she floated safely off without assistance. The salvage laws are well understood among these keys. If one of those men of Largo had been permitted to give the schooner as much as a shove, he would have had a claim against the vessel, and the court in Key West would have allowed him as much as he could make in a month in the pine fields.

OSTRICH FARMS IN THE SAHARA. A New Source of Supply of Plumes Sug-

gested by a French Wetter. A writer in La Revue Scientifique suggests that the French Sahara, upon the southern edge of Algeria, may be profitably used for the breeding of ostriches. The Barbary ostrich was once greatly prized for its plumage, and the ostrich feather houses of Paris made their reputation by the curling of these plumes, The wild Barbary ostrich is nearly extinct, so that there are no more plumes of the sort to be had, and the Parisian houses have lost their monopoly of ostrich feather curling. Indeed, a large part of the business has been transferred to other countries, notably the United States. It is estimated that the world uses annually about twenty million dollars worth

States. It is estimated that the world uses annually about twenty million dollars worth of ostrich plumes, and the writer in Lo Hevue Scientifupe says that in view of the early adoption of European dress in the East, especially in China and Japan, the demand for this sort of personal adornment, is likely to increase. He urges, too, that the increased use of ostrich feathers throughout the civilized world is likely to protect other birds of fine plumage from destruction, and he calls upon the various societies interested in the protection of such birds to aid in making ostrich plumes more fashionable than ever.

It is believed that there are now in South Africa at least 350,000 ostriches, domesticated and bred for their plumage, and the writer says that there is no reason why northern Africa should not become quite as important a region in this industry. The Sahara, it s explained, is by no means the exclusively arid and sandy waste that the popular imagination makes it. The ostrich cannot exist in the absolutely dry portions of the Sahara, but there are large areas which are not properly speaking oases, but they do produce considerable vegetation. It is upon these areas that the French people are urged to indertake ostrich farming. There have been two or three unsuccessful experiments to this end in Algeria upon the edge of the desert, but they have failed for reasons that would not necessitate failure in other parts of the desert. It is true, the writer admits, that the Sahara can probably never maintain a large European population, but he notes that it is the oases and not the less fertile parts of the desert. It is true, the writer admits, that the Sahara can probably never maintain a large field for immigration in parts of the French Sahara can probably hever maintain a large field for immigration in parts of the French Sahara can probably hever maintain a large field for immigration in parts of the french cannot and the establishing the industry; that the natives could be directed by French immigrants, and

THE OSTRICH TOOK A CIGAR. It Was One Sammy Bughes Was Smoking, and Complications Resulted.

From the Tucson Star.

There was a performance in the ostrich department of the syndicate shows yesterday which had not been advertised. It took the pince of the strong man feature which was advertised, but didn't come off.

Sammy Hughes was standing near the ostrich conservatory, making a scientific study of the birds and smoxing a freehly lighted ten-cent cigar. An ostrich suddenly lengthened his neck about a foot and removed the cigar from Mr. Hughes's mouth and swallowed it, fire and ail. The length of an ostrich's neck turnishes a wonderful opportunity for a lighted cigar, and it burned every inch of the way as it went down. The ostrich acted as if he regretted having given way to the prompting of his appetite.

A genteman connected with the show in the capacity of chambermaid for the ostriches saw the cigar disappear within the bird's bill. He accused Mr. Hughes of having made a voluntary contribution and uttered language which was neither moral nor pointe, showing that the spiritual training of this great clucational menagerle is not what it is cracked up to be. He threatened to eject Mr. Hughes from the premise. Mr. Hughes tried to explain that he was the chief loser by the transaction, and that the whole thing was between himself and the ostrich. Deputy United States Marshal Ezekiel also began to say that the estrich had brought the trouble on himself. The showman pushed Mr. Ezekiel aside, and the officer was compelied to exhibit his gun as his badge of authority. In the mean time the cigar had been extinguished in the bird's gizzard, and he seemed to have forgotten the episode of the cigar and was looking longingly at an empty soda water bottle which lay on the ground just out of reach.

THE ENGLISH OF THE INDIANS.

They, if Nobody Else, Have Succeeded in Simplifying Our Mother Tongue. From the Council Bluffs Daily Nonpareil.

Lient. Grote Hutcheson, aide-de-camp to Gen. Coppinger, is in receipt of a highly interesting letter from one of his brother officers now in camp at Fort Hall agency in Idaho, the home of the Indians who were mixed up in the recent Jackson's Hole trouble. The letter is interesting because it has nothing to say of Jackson's Hole, which is a relief. Instead, it deals largely with conditions at Fort Hall from the standpoint of a student of ethnology.

the other ways. There are this some statery rocks, the same groved to found it trees, the carried of the source of the control may have been not controlled and of the time a visite reaches Large, to the control may have humanicated the controlled and the contr

BIG JAM AT 23D STREET. CABLE CARS MAKE LIVELY TIMES IN BROADWAY.

Effect of the Opening of the Lexington Ave nuc Line-The Block Like a Ratirond Yard Precautions for Public Safety. With the opening of the new Lexington avenue cable road last week that part of Broadway lying between Twenty-second street and the Fifth Avenue Hotel has assumed somewhat the same appearance as the switching yard of a big railroad station. The switches are there, the confusion of tracks is there, the switchmen, the flagmen, the signals are all there. But be sides these things, there are crowds of pedestrians and wagons and trucks, which have to pick their way between the network of rails. Cable car dodging at this point bids fair to become as prominent a feature of metropolitar life as trolley car dodging is in Brooklyn.

The complicated crossings of the various lines can best be realized from a diagram of the ground. The Broadway and the Columbus avenue cars pass straight up Broadway across Twenty-third street. The Lexington avenue cars switch off from Broadway between Twenty-second and Twenty-third streets and turn into East Twenty-third street. Three lines of horse cars move east and west on Twenty-third

rows of express wagons. There are six or seven express offices along the block, and at times the accumulation of wagons extends from the curb clear to the car tracks. The wagons and carriages have made the Twenty-third street crossing a bad one for years. Now the wagons have to do a good deal of dedging themselves, and that makes it harder for the pedestrians, too. Besides looking out for these accustomed dangers, they now have to cross two double tracks, and look out for the cable cars from four directions. It is hardly possible for a foot passenger to make the crossing at any time of the day at his ordinary gait, no matter how favorable an opening he may think he sees. He will have to run some part of the distance before he gets across. Just as he gets up speed he is likely to be held up by some blue-coated cable employee while a car swings around from Twenty-third street into Broadway

The building of the Broadway cable road did not make matters much worse at this point than they had been before. The cars are stopped just below Twenty-third street and wait for a clear coast before they go ahead. This is not possible on the new line, for the cars cannot stop on the curve except in case of emergency. mitigating circumstance is the fact that the Twenty-third street curve is supplied with a slow cable, which makes it unnecessary to run the cars around it at full speed, as is the case at Fourteenth street and at Fifty-third street. street, and another line turns from Broadway | The difficulties of passing are overcome so far just above Twenty-third street into East Twen- | as possible by stationing men along the curve

It is after dark when the street looks most like a railroad yard. Besides the signalling landers, colored lights replace the various red, and green disks and flags, and the effect is the same as that of a number of switch lights. In Twenty-second street, near Fifth avenue, a patrol wagon for workinen and tools stands ready at all times in case of a breakdown in the complicated subterranean machinery.

at all times in case of a breakdown in the complicated subtermean machinery.

An observer standing at the southeast corner of Breadway and Twenty-third street can and plenty to interest him for half an hour or more in the jam of cars, wagons, and human beings. The reporter watched the scene of bustle and confusion for more than an hour one day last week about 6 o'clock, when the crowds going in all directions are at the maximum. Considering the difficulties involved, the cable men keep things moving remarkably well. One big inspector whom the reporter watched was particularly alert and energetic. He was almost objustious, and seemed to see everything at once. He managed the people, the teams, and the Lexington avenue cars. While with one hand he was hurrying a woman and little girl across the track, with the other he was signalling a car to come up or waving a truck out of the way. The flood of people which flows eastward along Twenty-third street at the close of the day was at its height. Proccupied men, and women taden with bundles, poured across Broadway. Carringes hurried hither and thither, and truck drivers cracked their whips to scramble out of the way of an approaching car, or pulled up short the fore one. Cars were coming and going in what seemed inextricable confusion. The big inspector prevented anything like a stonnare. More than once he had to rush on to the track in front of a car and push or drag some confused or absent-minded pedestrian out of harm's way, then nimbly step aside as the car swung around the curve. The other men were just as alert, but their places didn't give them quite so much to do. Every time a car appring the company of the car are presented and the curve. swung around the curve. The other men were just as alert, but their places didn't give them quite so much to do. Every time a car ap-

TONS OF UNSOLD WORLDS, BOGUS CIRCULATION GOT RID OF AT FROM \$5 TO \$8 A TON.

An Average of Twenty-five Tone a Week of Unsold Worlds Shipped to Whip-pany, N. J., to be Made Into Cardboard-A Fraud Upon Advertisers.

THE SEX told, several years ago, how tons of insold copies of the World were being shipped by canal boats to paper milis in the interior of the State. It showed how a pretence that the fake circulation of the fake paper reached the figures claimed was maintained by this means of disposing of a large proportion of the "circulation." Since that time the brazen World, under its brazen dome, has gone on making its increasingly preposterous claims and turning out affidavits from its employees intended to demonstrate the truth of its claims. Of course nobody is interested in the circulation of the World except prospective advertisers, and they have learned to take the World's figures with a grain of sait and a suitable divisor. It is the World's practice to supply dealers with all the copies they can be induced to order and then to ake back the unsold papers at the price received for them. The basis for the circulation laims is the alleged number of papers printed and sent out. Of course a great many of these ome back the next day, but that doesn't affect the previous day's circulation, according to the World's point of view.
It is said that the World gave up its canal-

boat service soon after the story was printed in THE SUN. At any rate it found long ago a place of final disposition for its surplus "circulation" nearer home. The uncirculated part of it, or at least some portion of it, is now shipped to Whippany, N.J. About three years ago a new process was discovered for grinding up new-papers and manufacturing the pulp, ink. and all into pasteboard to be made into boxes. The pasteboard is almost white, in spite of the printer's ink, which serves only to toughen it. This process was first employed at the Whippany mill, and was kept secret as long as possible. It has since been adopted by a number of other mills in various parts of the country. For some years previous to this discovery old newspapers had been a drug in the market, owing to the introduction of wood pulp in paper manufacturing. Old papers which ten or fifteen years ago brought two cents a pound couldn't be given away. A great change was made by the discovery of the new process. Freed from the necessity of eliminating the ink from the pulp, the manufacturers found they could make pasteloard out of newspapers better, tougher, and cheaper than that made from wood pulp or straw. A demand for newspapers arose. The manufacturers naturally turned to the World office as the surest source of supply. Its misfis circulation was a matter of common knowledge. The bidding was lively among them for the tons of uncirculated papers to be found every day under the gilded dome. The price now paid for these papers is from \$5 to \$8 a ton. Twice a week regularly and often three times a week, when the glut of unsold papers is even greater than usual, big trucks drive up to the World building and cart off the rejected papers. This cleaning out usually takes place in the early morning when few of its advertisers are around to see what is going on. The Worlds are tied up in bundles of perhaps two hundred each, marked with blue streaks to prevent any one from bringing them back for a second redemp-tion at schedule rates. This precaution is made goubly necessary by the fact that many of the papers have never been sent out of the World office at all. Thus large numbers of those por-tions of the Sunday World which are printed on Saturday are frequently shipped off to the paper mill on Saturday, the day previous to their supposed date, without more ado. On one





ing of the new line has been to keep a crowd round the corner, and especially in front of the Twenty-third street side of the Hotel Bartholdi. Already tradesmen along the east side of Broadway have begun to complain that the presence of these crowds keeps customers away.

The Twenty-third street crossing is sertainly the most confusing and dangerous one in the city at the present time. The Thirty-fourth street crossing may be as bad, or worse, when able power has been introduced on the two systems which intersect the Broadway line at that point. The absence of curves there, however, will help toward greater simplicity than prevails at Twenty-third street, and will make it easier for the car dodger to keep in mind the several directions from which danger may come. street crossing may be use and or those which able power has been introduced on the two systems which intersect the Brisadway line at that point. The absence of curves there, however, will help toward greater simplicity than prevaise for the car dodger to keep in mint the several directions from which danger may come, the control of t STARTING THE WORLDS POR THE PAPER MILL

pressed condition, to tell them that the new class has been discarded suddenly by its spensors, and that a different and unknown class has been substituted.

"There is a truitful lesson in the folly of certain Beston yachtsanen in 1961 in starting the discount of the latter was killed on the fastalt, and its successor died in the second season with the building of the Wash, since which time is good racing has been lost. The Montreal men good racing has been lost. The men good has been lost to the process of the men good racing has been lost. The men good racing has been lost. The men lost of the remaining has been lost. Th

above Twenty-second street. This space is filled up a good part of the time, however, by SCHOOLBOYS ON THE GRIDIEON The Struggles for Championship Honors Will Begin This Week.

HOW THE TRACKS CROSS RACE OTHER.

pedestrians and more difficult for teamsters.

As it is now a wagen cannot go up or down Broadway at Twenty-third street without

crossing two or three sets of tracks.

The branching roads reduce very materially

the amount of readway for carriages and

wagons. The widest space left is that between

the car tracks and the east side of Broadway

ty-third street. An observer at the intersection

of Broadway and Twenty-third street may see

on Twenty-third street west of Fifth avenue

This turnout is made necessary by the work of building another cable road on Twenty-third

street. It is now almost completed from Sixth

avenue to First avenue. When the cable power is introduced on the cross-town line, it

make the corner still more perilous for

MADISON SOUAHE

cars going in eight different directions within a radius of fifty feet. The confusion is in-creased just at present by a temporary turnout

The past week saw the opening of the interscholastic football season. The weather was all the boys could have wished for, and the youngsters made the best of it. At Central Park the upper and lower grounds presented an animated appearance every afternoon, and those schools that cannot boast of grounds of their own made good use of the available space tendered to them by the Park Commissioners, The boys will play on these grounds three day of each week during the next six weeks.

The Brooklyn lads who play on the parade grounds at Prospect Park have an advantage over the local players. The park authorities of Brooklyn try to make it as comfortable as pos sible. Gridirons are marked out as well as goal posts. Then, too, they receive protection from the crowd. It is not a pleasant task to play a game in Central Park, as the spectators close in on the players and there is quite a mixing up in a scrimmage. Then, again, the boys have to do a great deal of guessing as to the laying out of the field. To do this they use coats and other apparel, and it often happens that a player oses his trousers or coat after the game is over

The accident which occurred in the game at Berkeley Oval on last Wednesday, in which the raptain of the Betts Academy team was injured, has been greatly exaggerated. Fred Mynders, the unfortunate player, has almost removed to the Fordham Hospital, and left for his home the same night. The principal of one of the schools told a reporter of THE SUN that the accident was not entirely due to a scrimmage. His hip was dislocated a year ago by a fall, and in the acrimmage a sciatic nerve was

strained, and this caused him much pain. The interscholastic season for the championship of both New York and Brooklyn will begin this week, and two games will be played each week until the schedule is finished. In practice the Berkeley School team has shown up very strong. The boys played well against the sem inary team of Lawrenceville, and won a good game from the Betts Academy eleven. last Saturday's game Bayne was appointed captain in place of C. Irwin-Martin. Bayne is an old and experienced player, and the members of the teath like the change. C. Irwin-Martin will still play benind the line, and his experience will help Bayne materially. Blea, full back, is an accurate player and an excellent punter. Galliaway, the other half back, is effective at bucking the line. Scott is the regular quarter back, but in case of emergency the team has Huriburg, another excellent player. Irwin-Martin and Capt. Bayne are the tacklers. The guards are Lefferts and Haydon. The team has a good man at centre in hand. He is like a stone wall. Hasbronck and Young play at the ends. The former is one of the old players and is one of the reliable men of the eleven. The team has arranged a game with the Columbia Grammar Behoo! will develop a strong eleven, but do not expect to win the champismanip. The Athletic Ascontation held a meeting last week and elected the following

marised with a red flag and guarded by another man. Further along on the curve is another and larger manhole, also marked with a red flag and guarded with a red flag and guarded by two men. There are from six to ten men below ground all the time, and the manholes are for their comings and goings. It is their duty to keep the machinery in order, and to attend to the grips at the float-overs. A float-over is a stretch of track over which the car passes by its acquired momentum after dropping one cable and before taking up another. The men below ground guide the cable into the gripping apparatus of each car as it comes along. On the curve, above ground, two more men are stationed, and another two just around the corner in Twenty-third street. They are to keep people from getting in front of the cars. There are two more men on the Broadway track, midway between Twenty-second and Twenty-third streets, provided with green and white flags. Their function is to signal the cars on the un and down tracks, respectively, whether to stop or to go ahead. At hight these men have green and white lasterns, which they swing in the most approved railroad style. officers: President, Robert Reilly: Vice-Presi-

AT THE CRUSH HOUR.

officers: President, Robert Reilly: Vice-President, Raiph L. Crow; Secretary, Caxton Brown; Treasurer, G. T. Bauchle. The football team held a meeting, and George Bechtel of last year's eleven was elected captain. He is an able player, and his elevation to the captaincy is received with satisfaction. The boys who will probably make up this year's team are Williams, right end; Crow, right tackle; Rust, right guard; Ricer, contre; Thompson, left end; Jones, left guard; Brown, left tackle; Bechtel, right half back; Fommer, left half back; Moeller, quarter back, and Mediumnis, full back. The school has excellent material to draw from in a case of emergency.

Capt. Lutkins of the Brooklyn Latin School has his players at the Prospect Park parade grounds almost overy afternoon, and they are rapidly rounding into condition. Lutkins has been playing with the team during the past three seasons back of the line. It was decided to place Hall at full back instead of left half back, as he has been practising outdoors. Hannerman, who is a good ground-gather and enc of the succest tackles on the team, will play right half back. The ends, tibbs and Grace, are both in tip-top condition. The team has a valuable player in Caruthers at quarter back, who gets late the interference in fine style. It is not yet decided who will play at thickle. Mather and Ward have both shown up well in practice. Mors, a new man at contre, should hold his opponents well, as should Left Guard Lacy and Hantord at right guard.

Wilson and Kellogr schools will not be represented on the field this season, but will have a strong athletic toam next-pring. The athletic association has started out auspiciously, and at a recent meeting it was decided to organize a bleycle club, which will next season. Lake trips through this and the adjoining States. Diring the winter months a series of indoor games will be held in the gymnasium.

The Brooklyn High School will have a rather light football team this reason. A number of candidates are trying for positions on the

The team rather lacks material for back of the line. There are only three candidates trying for these positions.

Armands Mamara of Columbia Grammar School, known as young Sandow, still continues his wonderful feats of strength in the gymnassium. His development is mainly due to the careful instructions of Prof. Whesell of the school. Mamara, besides being a giant in strength, is a first-class all-around gymnast, lie has held the championship of the school for a number of years. He is a senior member of the N. Y. A. C. and may be a mornber of its crew next year. Some of his measurements follow: Right bicep, 15 inches; left bicep, 15 inches; chest (normal), 37 inches; chest (inflated), 42 inches; caives, 16 inches.

HALF-RATERS ADVOCATED.

A Yacht Besigner Who Thinks They Should He Encouraged. A well-known yacht designer and yachting authority the other day, in speaking of the proposed substitution of the new one-rater, or 80-foot racing class for the existing 15-foot or

half-rating class, said:
"Such a substitution at this time could hardly fail to do great harm, and I hope in the interests of small yacht racing, just established in America after years of hard work on the part of a few, that the present class will be left un-

disturbed for the coming season at least.
"Even if the superiority claimed for the larger class really existed, it would still be inad-visable to check the very evident popularity